

TAB

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HELICOPTER OPERATION WITHIN THE DISTRICT OF COLUMBIA

1. Discussion with the Air Operations Controller, Staff of the Naval Aide to the President, established that the White House heliport is for the exclusive use of the President, including only those individuals for whom the President dispatches his own helicopter.
2. A request to the Superintendent of the National Capital Parks asking approval for establishing a heliport in West Potomac Park (adjacent to Quarters Eye) resulted in an unequivocal refusal. The superintendent stated that past experience with aircraft operations in public parks has resulted in severe legal problems relative to personnel injury.
3. On 23 January 1962, coordination with the Chief, Airspace Utilization Division, Federal Aviation Agency (FAA) produced the following information:
 - a. The Department of State has requested approval for construction of a rooftop heliport at 23rd and D Streets, N. W. (Copy of preliminary planning estimate attached)
 - b. The Federal Aviation Agency has requested approval for construction of a rooftop heliport on Federal Building 10A. The FAA presently occupies this building which is located on Independence Avenue between Seventh and Eighth Streets.
 - c. Recently passed zoning laws prohibit establishment of heliports within the District of Columbia. Pilgrim Helicopter Services, Inc., received a franchise to operate at 26th and G Streets, N. W., prior to adoption of the zoning law. This company plans to move its operation to a rooftop heliport at Wisconsin Avenue and K Street during calendar year 1962.
 - d. The Washington-Baltimore Helicopter Airways, Inc., is operating temporarily from a space bounded by Eighth, Ninth, D and E Streets, S. E. The company is forecast to lose this operating location in the near future.
 - e. Six additional commercial companies have filed briefs with the Federal Aviation Agency requesting helicopter routes in the District of Columbia.

Attachment 7

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4. The National Capital Planning Commission is not in favor of granting operational clearances to any of the organizations listed in paragraph 3. above. Instead, the Planning Commission has proposed that only one location within the District of Columbia (the White House exempted) be utilized for helicopter operation. The Planning Commission has proposed that this heliport be located on a three and one-half acre plot bounded by First Street, Canal Street, D Street, S. W., and a railroad. Under this plan, the FAA would operate the heliport for all users, military or civil. The District of Columbia Government and the National Capital Planning Commission will consider this proposal in a joint meeting tentatively scheduled for March 1962.

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OPY

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4/13/61

DEPARTMENT OF STATE BUILDING

HELICOPTER LANDING PLATFORM

PRELIMINARY PLANNING

COST ESTIMATE

1. Platform (100' x 425' plus 50' x 75') @ \$12.00	\$ 624,000
2. Elevator incl cut, patch structural etc.	35,000
3. Personnel enclosure	15,000
4. Fuel tank drainage, cripples.	15,000
5. Special Roof drainage acct oils, & fuel drippage 5000 @ \$2.	100,000
6. Derrick	7,500
7. Tie Downs	2,500
8. Lights, Special, General, Obstacle, Landing	25,000
9. IFR Equipment	15,000
10. Fire Fighting equipment	50,000
11. Central & Misc. Equipment	50,000
12. Fueling facilities	<u>50,000</u>
	\$ 889,000
13. Design costs	89,000
14. GSA costs	<u>50,000</u>
	\$1,028,000

DRAWINGS:

A-21-12, A-21-13, W-L-N-1, Harley Probst Associates. Jan 9, 1957.

SPECIFICATIONS

Facilities, as noted above, and in NAK Memo of 9/6/56.

Platform and framing, Steel, for aircraft of 50,000 gross weight including
pay load.

R.A.K.